LISTING OF CLAIMS:

1. (Currently amended) A method of operating a torque transmitting apparatus which receives torque from a rotary output element of a prime mover and transmits torque to a rotary input element of an automatic transmission in a power train of a vehicle, wherein the torque transmitting apparatus comprises a hydrokinetic torque converter and a slip clutch ~~is~~ arranged in parallel to transmit torque between the output and input elements ~~in parallel with a slip clutch~~ and wherein the amount ~~magnitude~~ of torque being transmitted by the clutch is controlled ~~selectively variable~~ by a computerized regulating unit, the method comprising the steps of:

regulating ~~the transmission~~ the amount of torque to be transmitted by the clutch as a function of the magnitude of torque being transmitted by the output element of the prime mover;

calculating what amount of force will have to be applied to the clutch, so that the clutch will transmit said predetermined amount of torque, wherein the amount of torque is determined and the amount of force is calculated so that the clutch operates with a desired minimum amount of slip, and

~~including ascertaining and adaptively applying to the clutch a variable force for the transmission of a predetermined torque by the clutch with attendant automatic selection of a minimum slip between a torque receiving and torque transmitting part of the power train; and~~ carrying out a compensation~~, particularly long-range compensation, for eventual differences between the predetermined and~~

~~actual torques being transmitted by the clutch~~ for long-term departures of the torque actually transmitted by the clutch from the predetermined torque.

2. (Currently amended) The method of claim 1, wherein the amount of torque to be transmitted by the clutch as a function of the ~~RPM of~~ torque M_{pm} being generated at the output element of the prime mover is ~~ascertained~~ calculated by the regulating unit in accordance with the equation

$$M_{clutch} = k_{me} \cdot k_{corr} \cdot (M_{pm} + M_{corr\ pm}) + M_{corr\ wu},$$ wherein

M_{clutch} is the torque to be transmitted by the clutch,

k_{me} is a torque dividing factor ~~which is at least substantially constant within the entire operating range of the power train~~ for apportioning respective amounts of torque being transmitted by the slip clutch and the hydrokinetic torque converter,

k_{corr} is a correction factor ~~for correction of multiplicative errors~~ that is determined based on a current operating point of the power train,

$M_{corr\ pm}$ is a correction torque to compensate for additive errors ~~added to the~~ of M_{pm}, and

$M_{corr\ wu}$ is a correction torque compensating for additive errors ~~added to~~ of the clutch torque M_{clutch},

wherein said desired minimum amount of slip ~~between torque-receiving and torque transmitting parts of the power train being~~ occurs automatically ~~selected~~ as a function of said torque dividing factor k_{me}, and long-term departures of actual from theoretical values for M_{pm} and M_{clutch} are compensated by ~~and long-range~~

~~compensation for any departure of actual torques from the predetermined torques being carried out in dependency upon~~ the correction factor k_{corr} and correction torques $M_{corr\ pm}$ and $M_{corr\ wu}$.

3. (original) The method of claim 2, wherein the torque dividing factor k_{me} is a function of the RPM of the rotary output element.

4. (original) The method of claim 2, wherein the torque dividing factor k_{me} is a function exclusively of the RPM of the rotary output element.

5. (original) The method of claim 2, wherein the torque dividing factor k_{me} is a function of the RPM and of the torque being transmitted by the rotary output element.

6. (Currently amended) The method of claim ~~1~~ 2, wherein the torque dividing factor k_{me} is a function of the RPM and torque being transmitted by the prime mover.

7. (original) The method of claim 1, wherein the magnitude of the torque being transmitted by the clutch is variable by a pressure differential between two bodies of a hydraulic fluid one of which is confined in a first compartment between a housing of the torque converter and the clutch and the other of which is confined in a second compartment between the housing and the clutch.

8. (original) The method of claim 1, wherein the prime mover is a combustion engine and the operating condition of the power train is a function of at least one of a plurality of variable parameters including (a) the RPM of the rotary output element and the position of a throttle control lever of the vehicle, (b) the RPM of the rotary output element and the rate of admission of fuel to the engine, (c) the RPM of the rotary output element and the subatmospheric pressure in a suction pipe of the engine, and (d) the RPM of the rotary output element and the duration of fuel injection into the engine.

9. (currently amended) The method of claim 1, wherein ~~said regulating step includes shifting from the transmission by the clutch of a first torque to the transmission of a different second torque with a delay which is a function of~~ a variable parameter ~~denoting~~ affecting the division of torque ~~being transmitted by the rotary output element of the prime mover~~ into a first torque being transmitted by the torque converter and a second torque being transmitted by the clutch is changed from a current value to a new value with a time delay.

10. (original) The method of claim 9, wherein the variable parameter is a pressure differential between two bodies of fluid in the torque converter at opposite sides of a pressure plate of the clutch.

11. (original) The method of claim 9, wherein the variable parameter is variable as a function of a difference between the RPM of the rotary output element

and the RPM of the rotary input element.

12. (original) The method of claim 9, wherein the variable parameter is variable as a function of a gradient of the RPM of the rotary output element.

13. (original) The method of claim 9, wherein the variable parameter is a pressure differential between two bodies of hydraulic fluid in the torque converter at opposite sides of a pressure plate of the clutch, the pressure differential being variable by one of (a) a PI regulator and (b) a PID regulator.

14. (Currently amended) The method of claim 13, wherein the variation of the pressure differential by the one regulator ~~can~~ cannot be unequivocally defined by an ~~a non-~~analytical technique.

15. (currently amended) The method of claim 1, wherein the magnitude of torque being transmitted by the clutch is variable by a pressure differential between two bodies of hydraulic fluid confined in a housing of the torque converter at opposite sides of a pressure plate of the clutch and the pressure differential is variable as a result of scanning a characteristic curve and utilizing the thus obtained signals to determine differences between actual and desired pressure differentials, said regulating step further comprising eliminating said differences by establishing an integrating feedback loop ~~I return flow of fluid from one of the compartments into the other of the compartments~~, the variation of pressure

differential not being unequivocally definable by an ~~a non-~~analytical technique.

16. (original) The method of claim 15, wherein the signals are generated as a result of variable flow of fluid between the two bodies of fluid through an adjustable valve.

17. (original) The method of claim 1, wherein the magnitude of torque being transmitted by the clutch is variable by a pressure differential between two bodies of hydraulic fluid confined in the torque converter at opposite sides of a pressure plate of the clutch and the pressure differential is variable by one of (a) a PI regulator, (b) an I regulator and (c) a PID regulator.

18. (original) The method of claim 17, wherein signals are generated as a result of variable flow of hydraulic fluid between the two bodies of fluid as a function of one of (a) a duty factor and (b) a fluid flow through an adjustable valve, the variation of pressure differential being unequivocally definable by a non-analytical technique.

19. (original) The method of claim 1, wherein the step of carrying out compensation includes monitoring the actual torques being transmitted by the clutch and comparing the monitored actual torques with reference values.

20. (original) The method of claim 1, wherein the step of carrying out

compensation includes computing the torque being transmitted by the torque converter on the basis of the characteristics of the torque converter and determining the actual ratio of torques being transmitted by the torque converter and the clutch.

21. (currently amended) The method of claim 1, wherein the amount of torque to be transmitted by the clutch as a function of the ~~RPM of~~ torque being generated at the output element of the prime mover is ~~ascertained~~ calculated by the regulating unit in accordance with the equation

$$M_{clutch} = k_{me} \cdot k_{corr} \cdot (M_{pm} + M_{corr\ pm}) + M_{corr\ wu}, \quad \text{wherein}$$

M_{clutch} is the torque to be transmitted by the clutch,

k_{me} is a torque dividing factor ~~which is at least substantially constant within the entire operating range of the power train~~ for apportioning respective amounts of torque being transmitted by the slip clutch and the hydrokinetic torque converter,

k_{corr} is a correction factor ~~for correction of multiplicative errors~~ that is determined based on a current operating point of the power train,

$M_{corr\ pm}$ is a correction torque to compensate for additive errors ~~added to the~~ of M_{pm}, and

$M_{corr\ wu}$ is a correction torque compensating for additive errors ~~added to~~ of the clutch torque M_{clutch},

wherein said desired minimum amount of slip ~~between torque receiving and torque transmitting parts of the power train being~~ occurs automatically ~~selected~~ as a

function of said torque dividing factor k_{me} , and long-term departures of actual from theoretical values for M_{pm} and M_{clutch} are compensated by ~~and long-range compensation for any departure of actual torques from the predetermined torques being carried out in dependency upon~~ the correction factor k_{corr} and correction torques $M_{corr\,pm}$ and $M_{corr\,wu}$, the differences between the actual and predetermined torque being transmitted by the clutch being attributable to at least one of (a) multiplicative errors ($k_{corr} \neq 0$, $M_{corr\,pm} = 0$, $M_{corr\,wu} = 0$), (b) errors additive to prime mover torque ($k_{corr} = 0$, $M_{corr\,pm} \neq 0$, $M_{corr\,wu} = 0$), (c) errors additive to the clutch torque ($k_{corr} \neq 0$, $M_{corr\,pm} = 0$, $M_{corr\,wu} \neq 0$), (d) multiplicative errors and additive errors to prime mover torque ($k_{corr} \neq 0$, $M_{corr\,pm} \neq 0$, $M_{corr\,wu} = 0$), (e) errors multiplicative and additive to prime mover torque ($k_{corr} \neq 0$, $M_{corr\,pm} = 0$, $M_{corr\,wu} \neq 0$) and (f) errors multiplicative of and additive to prime mover torque and clutch torque ($k_{corr} \neq 0$, $M_{corr\,pm} \neq 0$, $M_{corr\,wu} \neq 0$), said step of carrying out compensation taking place with a time constant of several seconds to thus impart to the step of carrying out compensation a purely adaptive character.

22. (currently amended) The method of claim 1, wherein ~~the prime mover is operable at a plurality of speeds and further comprising the step of utilizing signals denoting~~ when a desired acceleration of the prime mover is signaled by an operator of the vehicle ~~to increase~~ the slip of the clutch ~~as a result of~~ is increased through a reduction of a factor k_{me} denoting the division of torque being transmitted by the rotary output element into first and second torques respectively transmitted by the torque converter and the clutch ~~with attendant~~

~~establishment of additional spare torque transmittable~~ , so that the torque boost offered by the torque converter is available as an additional torque reserve.

23. (currently amended) The method of claim 1, wherein the transmission has a plurality of drive ratios and the torque-transmitting apparatus has a combined slip resulting from ~~said regulating step includes utilizing~~ the slip of the clutch and from a less than perfect torque-transmitting efficiency of the torque converter, and wherein at each of said drive ratios said combined slip is determined primarily by the slip of the clutch, so that ~~as a primary factor and~~ the efficiency of the torque converter ~~as a secondary~~ becomes a less important factor for the transmission of torque from the rotary output element to the rotary input element ~~to thus permit the utilization of a~~ so that the torque converter ~~operating with~~ can be optimized for a high stall speed and ~~having~~ a wide torque conversion range.

24. (canceled)

25. (currently amended) A method of operating a torque transmitting apparatus which receives torque from a rotary output element of a prime mover~~,~~ ~~such as a combustion engine,~~ and transmits torque to a rotary input element of an automatic transmission in a power train of a vehicle, wherein a hydrokinetic torque converter is arranged to transmit torque between the output and input elements in parallel with a slip clutch ~~and~~ , wherein the magnitude of torque being transmitted by the clutch is ~~variable~~ detectable by a monitoring unit in conjunction with a central

computer unit, and wherein the application of force to, and hence the magnitude of torque being transmitted by, the clutch is ~~selectively regulatable~~ controllable by the computer unit, comprising the steps of:

(a) ascertaining the magnitude of torque to be transmitted by the clutch in dependency upon the operating condition of the power train in accordance with the equation

$$M_{clutch} = k_e \cdot k_{corr} \cdot M_{pm}\text{ , wherein}$$

$k_e = k_{me}$ is ~~denoting~~ a torque dividing factor ~~which is at least substantially constant within the entire operating range of the power train~~ for apportioning respective amounts of torque being transmitted by the slip clutch and the torque converter,

k_{corr} is a correction factor that is dependent on a current operating point of the power train,

M_{clutch} is the torque being transmitted by the clutch and

M_{pm} is the torque being transmitted by the rotary output element of the prime mover,

(b) ascertaining the magnitude of the force to be applied to the clutch for the transmission of a predetermined torque, and

(c) applying the thus ascertained force to the clutch,

~~with attendant automatic selection of~~ wherein the slip between the output and input elements adjusts itself automatically as a function of the torque dividing factor k_e and possible deviations of an individual power train from an ideal behavior are corrected by ~~compensation for eventual departures from the desired torque~~

~~transmission, as a function of~~ the correction factor k_{corr}~~, due to the characteristics of the selected power train~~.

26. (currently amended) A method of operating a torque transmitting apparatus which receives torque from a rotary output element of a prime mover~~, such as a combustion engine,~~ and transmits torque to a rotary input element of an automatic transmission, wherein a hydrokinetic torque converter is arranged to transmit torque between the output and input elements in parallel with a slip clutch and wherein the magnitude of torque being transmitted by the clutch is ~~selectively variable~~ detectable by a monitoring device in conjunction with a central computer unit, comprising the steps of:

(a) ascertaining the magnitude of torque to be transmitted by the clutch in dependency upon the operating condition of the power train in accordance with the equation

$$M_{clutch} = k_e \cdot k_{corr} \cdot M_{pm}\text{ , wherein}$$

$k_e = k_{me}$ is ~~denoting~~ a torque dividing factor which is independent of a characteristic field of the prime mover,

k_{corr} is a correction factor that is dependent on a current operating point of the power train, and

M_{pm} is the torque being transmitted by the prime mover,

(b) ascertaining the magnitude of the force to be applied to the clutch for the transmission of a predetermined torque, and

(c) applying the thus ascertained force to the clutch,

~~with attendant automatic selection of~~ wherein the slip between the output and input elements adjusts itself automatically as a function of the torque dividing factor k_e and possible deviations of an individual power train from an ideal behavior are corrected by ~~compensation for eventual departures from the desired torque transmission, as a function of~~ the correction factor k_{corr}~~, due to the characteristics of the selected power train~~.

27. (currently amended) A method of operating a torque transmitting apparatus~~, particularly in a power train of a motor vehicle,~~ which receives torque from a rotary output element of a prime mover~~, such as a combustion engine,~~ and transmits torque to a rotary input element of an automatic transmission, wherein a hydrokinetic torque converter is arranged to transmit torque between the output and input elements in parallel with a slip clutch and wherein the magnitude of torque being transmitted by the clutch is ~~selectively variable~~ detectable by a monitoring device in conjunction with a central computer unit, comprising the steps of

(a) ascertaining the magnitude of torque M_{clutch} to be transmitted by the clutch in dependency upon the operating condition of the torque transmitting apparatus in accordance with the equation

$$M_{clutch} = k_e \cdot k_{corr} \cdot M_{pm}, \text{ wherein } k_e = k_{me}$$

$k_e = k_{me}$ is ~~denoting~~ a torque dividing factor which is dependent only upon the RPM of the output element of the prime mover,

k_{corr} is a correction factor that is dependent on a current operating point of the

power train, and

M_{pm} is the torque being transmitted by the prime mover,

(b) ascertaining the magnitude of the force to be applied to the clutch for the transmission of a predetermined torque, and

(c) applying the thus ascertained force to the clutch,

~~with attendant automatic selection of~~ wherein the slip between the output and input elements adjusts itself automatically as a function of the torque dividing factor k_e and possible deviations of an individual power train from an ideal behavior are corrected by ~~compensation for eventual departures from the desired torque transmission, as a function of~~ the correction factor k_{corr}~~, due to the characteristics of the selected power train~~.

28. (currently amended) A method of operating a torque transmitting apparatus~~, particularly in a power train of a motor vehicle,~~ which receives torque from a rotary output element of a prime mover~~, such as a combustion engine,~~ and transmits torque to a rotary input element of an automatic transmission, wherein a hydrokinetic torque converter is arranged to transmit torque between the output and input elements in parallel with a slip clutch and wherein the magnitude of torque being transmitted by the clutch is ~~selectively variable~~ detectable by a monitoring device in conjunction with a central computer unit, comprising the steps of

(a) ascertaining the magnitude of torque M_{clutch} to be transmitted by the clutch in dependency upon the operating condition of the torque transmitting

apparatus in accordance with the equation

$$M_{clutch} = k_e \cdot k_{corr} \cdot M_{pm}, \text{ wherein } k_e = k_{me}$$

$k_e = k_{me}$ is ~~denoting~~ a torque dividing factor which is dependent only upon the RPM of the output element of the prime mover and the magnitude of torque being transmitted by the output element of the prime mover,

k_{corr} is a correction factor that is dependent on a current operating point of the power train, and

M_{pm} is the torque being transmitted by the prime mover,

(b) ascertaining the magnitude of the force to be applied to the clutch for the transmission of a predetermined torque, and

(c) applying the thus ascertained force to the clutch,

~~with attendant automatic selection of~~ wherein the slip between the output and input elements adjusts itself automatically as a function of the torque dividing factor k_e and possible deviations of an individual power train from an ideal behavior are corrected by ~~compensation for eventual departures from the desired torque transmission, as a function of~~ the correction factor k_{corr}~~, due to the characteristics of the selected power train~~.

29. (currently amended) A method of operating a torque transmitting apparatus which receives torque from a rotary output element of a prime mover~~, such as a combustion engine,~~ and transmits torque to a rotary input element of an automatic transmission in a power train of a vehicle, wherein a hydrokinetic torque converter is arranged to transmit torque between the output and input elements in

parallel with a slip clutch, and wherein the magnitude of torque being transmitted by the clutch is variable by a pressure differential between two bodies of a hydraulic fluid one of which is confined in a first compartment between a housing of the torque converter and the slip clutch and the other of which is confined in a separate second compartment between the housing and the clutch, ~~and~~ wherein the pressure differential is ~~variable~~ detectable by a monitoring unit in conjunction with a central computer unit and, and wherein the application of force to, and hence the magnitude of torque being transmitted by, the clutch is ~~selectively regulatable~~ controllable by the computer unit, comprising the steps of

(A) determining the RPM of said output element,

(B) ascertaining the magnitude of torque to be transmitted by the clutch in dependency upon the operating condition of the power train in accordance with the equation $M_{clutch} = k_e \cdot k_{corr} \cdot M_{pm}$, wherein $k_e = k_{me}$ ~~denoting~~ is a torque dividing factor which satisfies at least one of the requirements including (a) at least substantial constancy within the entire operating range of the power train, (b) independence from a characteristic field of the prime mover, (c) dependency exclusively upon the RPM of the output element of the prime mover, and (d) dependency upon the RPM of the prime mover and the magnitude of torque being transmitted by the output element, k_{corr} is a correction factor, M_{clutch} is the torque being transmitted by the clutch and M_{pm} is the torque being transmitted by the rotary output element of the prime mover,

(C) ascertaining the magnitude of the force to be applied to the clutch for the transmission of a predetermined torque, and

(D) applying the thus ascertained force to the clutch, ~~with attendant automatic selection of~~ wherein the slip between the output and input elements adjusts itself automatically as a function of the torque dividing factor k_e and possible deviations of an individual power train from an ideal behavior are corrected by ~~compensation for eventual departures from the desired torque transmission, as a function of~~ the correction factor k_{corr} ~~, due to the characteristics of the selected power train~~ ascertaining the magnitude of the force to be applied to the clutch for the transmission of a predetermined torque, and applying the thus ascertained force to the clutch with attendant automatic selection of the slip between the output and input elements as a function of the torque dividing factor k_e and compensation for eventual departures from the desired torque transmission, as a function of the correction factor k_{corr}, due to the characteristics of the selected power train.

30. (original) The method of claim 29, wherein the prime mover is a combustion engine the operating condition of which is dependent upon the RPM of the output element and the position of a throttle control lever of the vehicle.

31. (original) The method of claim 29, wherein the prime mover is a combustion engine the operating condition of which is dependent upon the RPM of the output element and the subatmospheric pressure in a suction pipe of the engine.

32. (original) The method of claim 29, wherein the prime mover is a combustion engine the operating condition of which is dependent upon the RPM of the output element and the duration of fuel injection into the engine.

33. (currently amended) The method of claim 29, wherein in response to a change of the torque being transmitted by the power train [further comprising the step of selecting in the central computer unit that] a new torque [which is] to be transmitted by the clutch is implemented through the following measures [in response to changes of the torque being transmitted by the power train in accordance with the following undertakings]: (A) advance determination of a parameter X which [is indicative of] determines the torque being transmitted by the clutch at an instant t_{n+1} after the elapse of a monitoring interval and [which is ascertained] in accordance with a function [excluding at least one undesirable phenomenon, such as] that excludes undesirable phenomena including at least a blocking of the clutch, (B) determination of a gradient ΔX which is required to arrive at a desired value of the parameter X after elapse of an interval Δt, (C) applying the thus determined gradient ΔX with a hydraulic system including a [proportionality] proportional regulation wherein a parameter includes a pressure differential ΔP established in advance between bodies of a hydraulic fluid at opposite sides of a pressure plate of the clutch in a housing of the torque converter in accordance with the equation

$$[\Delta P_{n+1} = (1-\beta) \cdot \Delta P_{desired} + \beta \cdot P_{n},]$$

$\Delta P_{n+1} = (1-\beta) \cdot \Delta P_{desired} \div \beta \cdot P_n$, wherein $\beta = f(T_v, t)$, and

(D) repeating the steps (A), (B) and (C) until the parameter X at least closely approximates the desired parameter.

34. (currently amended) The method of claim 29, wherein further in response to changes of the torque being transmitted by the power train ~~comprising the step of selecting in the central computer unit that~~ a new torque ~~which~~ is to be transmitted by the clutch is implemented through the following measures ~~, in response to changes of the torque being transmitted by the power train, in accordance with the following undertakings~~:

(A) determining a gradient ΔX of a parameter X which ~~is indicative of~~ determines the torque being transmitted by the clutch ~~and is ascertained~~ in accordance with a function ~~excluding at least one undesirable phenomenon such as~~ that excludes undesirable phenomena including at least a short-lasting blocking of the clutch,

(B) applying the gradient ΔX with a hydraulic system, wherein ~~the~~ a gradient $\Delta\Delta P$ ~~is indicative~~ of a pressure differential ΔP between two bodies of a hydraulic fluid at opposite sides of a pressure plate of the clutch in a housing of the torque converter ~~and~~ is arrived at in accordance with the equation $\Delta\Delta P = C_1 \cdot (\Delta P_{desired} - \Delta P_n)$, wherein C_1 is a proportionality factor, and

(C) repeating the steps (A) and (B) until the parameter X at least approximates a desired value.

35. (currently amended) The method of claim 29, wherein when a

reduction of torque being transmitted by the apparatus ~~is likely to develop~~ can be predicted as a result of at least one of a plurality of occurrences including shifting of the transmission into a different drive ratio and attachment of at least one aggregate to an output element of the transmission and ~~wherein~~ said predicted reduction of torque ~~is likely to entail~~ can cause short-lasting blockage of the clutch, the method further comprises ~~comprising~~ the ~~steps~~ step of reducing the magnitude of torque being transmitted by the clutch by ~~including at least one of the following undertakings: (A)~~ reducing the factor k_e by a predetermined value, and thereupon gradually increasing each reduced factor as a function of time to a ~~value~~ level where the amount of the torque being transmitted by the clutch is compatible with adequate ~~which ensures~~ insulation of the transmission from vibrations and economical fuel consumption by the prime mover..

36. (currently amended) The method of claim 29, wherein when a reduction of torque being transmitted by the apparatus ~~is likely to develop~~ can be predicted as a result of at least one of a plurality of occurrences including shifting of the transmission into a different drive ratio and attachment of at least one aggregate to an output element of the transmission and ~~wherein~~ said predicted reduction of torque ~~is likely to entail~~ can cause short-lasting blockage of the clutch, the method further comprises ~~comprising~~ the ~~steps~~ step of reducing the magnitude of torque being transmitted by the clutch ~~including~~ through at least one of the following measures ~~undertakings~~: (A) reducing the factor k_e by a predetermined value, and (B) reducing the factor k_{corr} by a predetermined value and thereupon

increasing each reduced factor as a function of time to a ~~value~~ level where the amount of the torque being transmitted by the clutch is compatible with adequate ~~which ensures~~ insulation of the transmission from vibrations and economical fuel consumption by the prime mover.

37. (currently amended) The method of claim 29, wherein the factor K_{corr} is indicative of [the selected] a power train [in the] of a specific vehicle, and wherein [and further comprising] the steps [of] for selecting the factor k_{corr} to compensate for [eventual departures] deviations of the characteristics of [the selected] said power train of the specific vehicle from desired characteristics [including] include:

(a) monitoring [that] the slip of the clutch [which develops] in a predetermined [quasi] substantially stationary range of operation of the apparatus with a time delay which is sufficient to prevent the transmission of fluctuations of transmitted torque,

(c) comparing the monitored slip with a reference value which is selected to ensure optimal insulation of the transmission from vibrations and economical fuel consumption by the prime mover, and

(d) altering the slip of the clutch when the monitored slip departs from the reference value.

38. (currently amended) The method of claim 29, further comprising the ~~step~~ steps of (a) detecting an impending acceleration of the prime mover based on

a throttle valve position, and (b) if an impending acceleration is detected, reducing at least one of the factors k_e and k_{corr} ~~in response to detected indication of intended acceleration of the prime mover, such as by a change of the position of a throttle control lever of the vehicle, with attendant increase of~~ so that the slip of the clutch ~~and the establishment of additional spare torque transmittable by the torque converter~~ increases and the torque boost offered by the torque converter is available as an additional torque reserve.

39. (currently amended) The method of claim 29, wherein the transmission has a plurality of drive ratios and the torque-transmitting apparatus has a combined slip0 resulting from ~~said regulating step comprises utilizing~~ the slip of the clutch and from a less than perfect torque-transmitting efficiency of the torque converter, and wherein at each of said drive ratios said combined slip is determined primarily by the slip of the clutch, so that ~~as a primary factor and~~ the efficiency of the torque converter ~~as a secondary~~ becomes a less important factor for transmission of torque from the rotary output element to the rotary input element ~~to thus permit the utilization of a~~ so that the torque converter ~~having a~~ can be designed for a wide torque conversion range.

Claims 40 to 101 canceled

102. (New) The method of claim 2, wherein the torque-apportioning factor k_{me} is a preselected substantially constant factor.